

MAILS.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	SYNOPSIS	TO
SHANGHAI, NAGASAKI, KOBE	"KLEIST" (T. 17,000) Capt. Q. Fahnke	About WEDNESDAY, 15th July.
YOKOHAMA	"KLEIST" (T. 17,000) Capt. Q. Fahnke	15th July.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"ROHM" (T. 15,000) Capt. H. Rehm	THURSDAY, 14th July, 10 A.M.
MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COLEMAN" (T. 6,750) Capt. H. Reuseger	SATURDAY, 16th July, Daylight.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" (T. 7,000) Capt. F. Iske	About TUESDAY, 16th Inst.
KUDAT and SANDAKAN	"BORNEO" (T. 5,050) Capt. F. Sembill	End of July.

For further Particulars, apply to

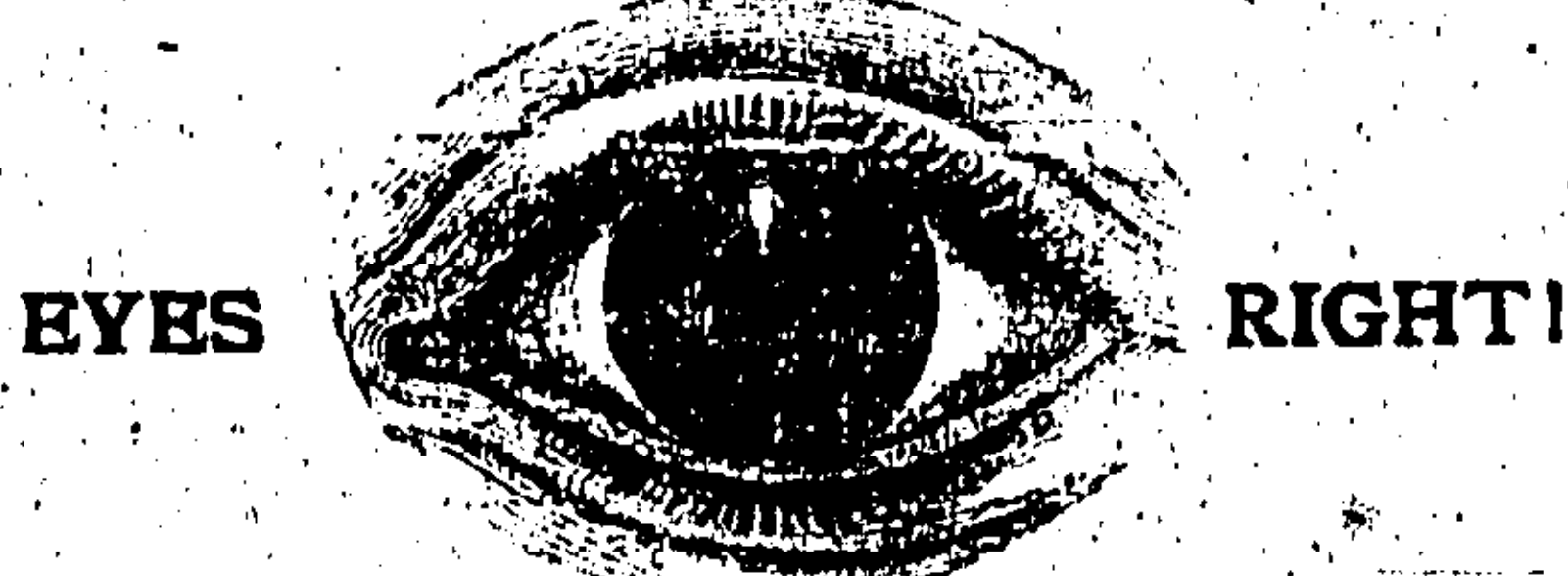
NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 6th July, 1910.

Intimations.



N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Leases Granted. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
LONDON, GALCUTTA, SHANGHAI.
John Street, Bedford Row, W.G. 59, Beutick Street. 55, Nanjing Rue.

OSMAN & CASUM,

1 & 3, D'AGUILAR STREET.

JUST UNPAKED

Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a specialty.

TABLE LINENS, SERVIETTES and
HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully
executed.

Hongkong, 6th September, 1909.

VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, overwork, unhealthy climate, dissipation, excess, youthful impudence, or other influences incident to the early years, and in all cases of modern life. It is a powerful, restorative, and strengthening agent, and is the only medicine that can be taken without any danger to the system, and which can be taken by the most delicate and nervous of people. It is the only medicine that can be taken by the most delicate and nervous of people. It is the only medicine that can be taken by the most delicate and nervous of people.

VETARZO BLOOD MEDICINE.

Never before was there anything like it, nor can its marvelous properties ever be equalled in all cases of poor blood, impurity, or other impurities of the blood from whatever cause arising. It is the only medicine that can be taken without any danger to the system, and which can be taken by the most delicate and nervous of people. It is the only medicine that can be taken by the most delicate and nervous of people. It is the only medicine that can be taken by the most delicate and nervous of people.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length.....315 ft.	Docking Length.....375 ft.	Docking Length.....481 ft.
Width of Entrance... 80 "	Width of Entrance... 50 "	Width of Entrance... 65 "
Water on Blocks..... 28 "	Water on Blocks... 26 "	Water on Blocks..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Owners is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always on hand, (plates, angles and tall shafts all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.
Liebers, Scotts, A. 1, and Watkins.

Yokohama, April 28th, 1909.

For Sale.

FOR SALE
AT
GRACA & CO.
37, DES VEXUX ROAD.

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and
VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Slugs.
Assortment of Stamps and Post Card Albums.
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Stock Books, Duplicate Pocket Books.
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MANILA CIGAR AND CIGARETTES.
Inspection invited.
Hongkong, 12th January, 1910.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 250 lbs. net \$3.45 per Bag ex Factory.

SHENWAN TOMES & CO., General Managers.
Hongkong, 12th August, 1908.

Dentistry.

Dr. M. H. CHAUN,
DENTAL SURGEON,
33, QUEEN'S ROAD CENTRAL, 1ST FLOOR,
ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A.
Telephone 125.
Hongkong, 27th January, 1910.

TRAIN T. O.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.
Consultation Free.
Hongkong, 20th June, 1909.

To Let.

TO LET.
1ST SEPTEMBER.—BOWEN ROAD.

WESTERN BLOCK OF DWELLING HOUSES at present occupied as Artillery Officer's Quarters.
Suitable for Boarding House.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 10th July, 1910.

To Let.

NO. 3, CANTON VILLAS, Kowloon.
A HOUSE IN KNUXTFORD TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st July, 1910.

25,000 SQUARE FEET OF LAND at Kowloon (K. M. L. 5), with 100 feet Sea Frontage and right to build a Pier, suitable for Coal and or Timber Storage.

For particulars, apply to—
L. M. ALVARES,
49, Wyndham Street.
Hongkong, 6th May, 1910.

TO LET.
DARTMOOR, No. 13, CONDUIT ROAD.

24, CONDUIT RD., CLIFTON GARDENS.
GODOWNS, 151 to 155, PRAYA EAST.
OFFICES, No. 3, CONNAUGHT ROAD, 2nd Floor.

A HOUSE in WONG-NEI-CHONG ROAD.
No. 4, RIFON TERRACE.
OFFICES in YORK BUILDING.
No. 10, DES VEXUX ROAD CENTRAL, 1st Floor.

SEMI-EUROPEAN FLATS, Praya East corner of Observation Place. The Tram stops at the door.

Also NEW EUROPEAN FLATS adjoining the new Seamen's Institute, Praya East.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st July, 1910.

TO LET.
IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

ONE GODOWN in MASON'S LANE.
Apply to—
DAVID SASSOON & Co., LD.
Hongkong, 4th April, 1910.

TO LET.
156, PRAYA EAST from 1st June, Also.

OFFICES at No. 2, PEDDER STREET from 1st July.

Apply—
Messrs. JARDINE, MATHESON & Co., LTD.
Hongkong, 5th July, 1910.

TO LET.—UNFURNISHED.
A LARGE FRONT ROOM with Verandah, Dressing Room, Bath Room attached. Two minutes from Ferry, Kowloon.

Apply—
"HONGKONG TELEGRAPH."
Hongkong, 12nd June, 1910.

TO LET.
GODOWN, 5, 5A, DUNDRELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 10th July, 1910.

BOLLION.

Messrs. Samuel Montagu & Co.'s report, dated June 1st, contains the following:—

Gold.—The arrivals of bar gold amounted to £61,000, of which the Bank of England will obtain the major portion; the Consolent and India (£42,000) amounting for about £200,000.

The following amounts were received by the Bank:—
June 9. £138,000 in bar gold.
" 10. 108,000 in bar gold.
" 11. 85,000 in sovereigns from Egypt.
" 12. 12,000 in sovereigns from Australia.

10,000 in bar gold.
61,000 in bar gold.
65,000 in sovereigns from Egypt.
73,000 in bar gold.

Withdrawals were made as under:—
June 10. £100,000 in sovereigns for S. Africa.
" 13. 50,000 in sovereigns for Batavia.
" 14. 50,000 in sovereigns for Java.

During the week there was a net influx of £379,000.

The amount of gold held by the Bank of England is the largest since September 9, 1896.

Silver.—Details of the Currency Decree of the Imperial Chinese Government, to which we recently referred, have now arrived by mail.

The new unit proposed is a silver "dollar," apparently identical in weight with the Mexican dollar so much used in North China, and not a "tael" as recommended by the Decree of October 5, 1908. Subsidiary coins are to be provided as follows:—
Silver 50, 25 and 10 cent pieces.
Nickel 5 cent.
Copper 2 and 1 cent, 5 and 1 cash.

Thus the dollar would equal 1,000 cash. As we stated before the issuing of an edict and its carrying out are two different things. The market is still in a state of stagnation.

The certain amount of buying in connection with the New Indian bazaar settlement caused the price to lift 1/16d on the 14th inst. to 24 1/2 and again 1/16 to-day, without altering, however, the character of the market.

The stocks in Bombay and Shanghai show little variation.

The monsoon has burst in Bombay and reports seem somewhat disappointing, but it is much too early to make any practical deductions from such news. A halting commencement has often in preceding years been followed by a most satisfactory rainfall.

The quotations to-day are 1/2 above those quoted a week ago.

Messrs. Mocatta & Goldsmid (London) report for the week ending June 17:—
Bar Gold 77 1/2 p. oz. Std. Bar Silver 24 1/16 p. oz. Std. (—92 1/2 due).
Bar Gold Parting 77 1/2 p. oz. Std. Bar Silver 2 months forward 24 1/2 Std. (—92 1/2 due).
Bank Rate 3 per cent.

The silver market has shown a rather better tendency this week and the price has advanced to 24 1/16 and 24 1/2.

There have been some others from the bazaar to indicate that the beginning of the monsoon has favourably impressed operators. Of course a continuance of good rains is necessary for many weeks before India can be assured of a really good season.

Business in China remains at a complete standstill and although the China banks have again bought in San Francisco there have been no operations in this market for China accounts.

A small inquiry for Russia was again the only demand for Bar Gold and the bulk of this week's arrival has again found its way to the Bank of England where about £550,000 has been received in bars and coins. The withdrawals for the week total £107,000 of which £100,000 was for South Africa.

The amount of Gold held by the Bank of England a little over 42 millions, is the largest since September 1896.

Intimation.

NEW SHOP! JUST OPENED!!

DO NOT MISS LOOKING AT
OUR WONDERFUL SELECTION OF
RARE JEWELS,
&c., &c., &c.

MOHIDEEN & CO.

Dealers in
Ceylon Precious
Stones, &c.,
38 & 40, QUEEN'S ROAD
CENTRAL.

Hongkong, 5th May, 1910.

WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected, but they are hoisted as a precaution.

1. A CONE point upwards. Indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and DOWN below. Indicates a Typhoon to the North-East of the Colony.

3. A DRUM. Indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DRUM below. Indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards. Indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and RAIL below. Indicates a Typhoon to the South-West of the Colony.

7. A RAIL. Indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and RAIL below. Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.
In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.
A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.
The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.
For the benefit of Native Craft and passing Ocean Vessels, a Gong will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Gap Rock. Aberdeen.
Waglan. San Ki Wan.
Stanley. Sai Kung.
Cape Collinson. Sha Tin Koi.
Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the H.K. Harbour.

Hongkong, 5th May, 1910.

SENSE AND SENTIMENT.

THEODORE TAYLOR ON OPIUM.

The other day we had a telegram reporting an opium discussion in the House of Commons. In the course of it there was reference to a speech in which Mr. Theodore Taylor demanded that yet more stringent measures than have been sanctioned should be put into force in Hongkong and Singapore to check the consumption of opium. Mr. Taylor seems to desire that all the opium shops shall be closed, and also that a register of opium smokers should be made at once, and that thereafter no new smokers should be recognised. The object of such regulations would be to make opium consumption impossible, except to such persons already resident in the two colonies, as might be able to establish the fact that they were entitled to a place on the register as habitual smokers. We do not know

THE POSITION IN HONGKONG well enough to express any opinion in regard to it, but we believe that the hardship of such regulations there would be considerable. We do know that throughout Malaya they would be almost intolerable. Every year we have a great number of Chinese immigrants, and among them there are a considerable number of men who use a small quantity of opium regularly. They are the moderate smokers, and to deprive them of the drug would be to impose on them a most serious hardship; it would, in fact, amount in a good many cases to a prohibition of admission to the colony, because the habitual user of opium would not venture to take up his residence where he would be deprived of that which has become one of the necessities of his life. The point we desire to emphasise is that a prohibition of new registrations here would not be on all fours with a similar

PROHIBITION IN CHINA.

Assuming the rule of registration to be rigidly enforced in China, all persons who have become smokers would be placed upon the register as such and thereby entitled, during a fixed period, to purchase specified quantities of the drug. The refusal to make new registrations would simply mean that the authorities refused to recognise as entitled to registration persons who had taken to the use of opium subsequently to the date of the edict. That is a quite reasonable and proper condition, implying no hardship, because it is acknowledged to be a comparatively easy matter for a beginner to give up smoking; and further the presumption is legitimate that the habit could not have been contracted at all without an evasion of the law. But the case here is different. A person who has practised smoking for years, and who could introduce Mr. Theodore Taylor to one or two Chinese gentlemen of amazing intellectual capacity who would fall under this description—may desire to take up residence in Malaya. He is registered in China; if the proposal of Mr. Taylor were acted upon, he could not be registered here, therefore the conditions of residence would be denial of a privilege enjoyed in his own country, and that, as we have said, would force a good many to stay away.

POLICY OF THE COLONY.

It is to keep the price of opium so high that excessive indulgence is severely discouraged, and to exercise the utmost watchfulness so as to prevent illicit trading in the drug. The effect of these measures is to prevent any gross abuse. Our revenues disclose the fact that there is a large consumption of opium, but it is spread over a large population, and of the most painstaking inquiries have failed to reveal any clear evidence of evil consequences resulting. For a class of men who work extraordinarily hard the occasional smoke is a solace of the most welcome and useful description. If we compare the amount of injury done by it to Chinese with the destruction wrought among Europeans, either in this colony or in any other place, by alcohol, we are forced to admit that the weight of argument is on the side of the opium. Like all indulgences

IT IS AN EVIL.

and we are not defending it otherwise than in a comparative sense. If proof existed that great harm is done, we should say without hesitation to restrict the restrictions even to the extent of making the moderate user suffer in order that the general health of our Chinese community may be preserved. In the absence of such proof, we strongly advocate abstention from drastic legislation. No impartial observer can doubt the fact that tobacco and alcohol, the former particularly, are taking the place of opium among Chinese and Indians also, and while we see not the slightest objection to some additional taxes on spirits, we hope that it will be a very long time before anything is done that would increase the price of tobacco even by a fraction. There never has been a time and there never has been a race that had no popular sedative or stimulant which was harmful if used to excess.

TOBACCO IS HARMFUL.

No doubt, but to a degree so far removed from alcohol or opium that wise lawmakers, openly recognising the inevitable custom of humanity, will do their utmost to encourage it as against the other more deadly things. But reform is a slow process, and anyone who thinks that the habit of centurion can be eradicated in a few months or years is a mere impractical dreamer to whom it is dangerous for practical statesmen to listen. China may uproot the opium habit by a kind of prohibition, but

THE NEXT GENERATION.

will be far better qualified than we are to say whether the effects of the policy have been good. The next generation will know, what we do not, the nature and effects of a substitute which will be found as easily as the year 1910 will come after the year 1909. We can quite agree with Col. Seely that the small compensation payable to Hongkong or any other colony for loss of opium revenue should not be regarded as beneficial as men like Mr. Theodore Taylor hope. But the theoretical sentimentalists in London, in fact, the best judges of what is good for an Asiatic population, have not yet found an adequate reason for the strict advice of such a man as Sir John Lubbock, to go slowly, but the latter is the better judge, and his way is the way to follow. —*Edinburgh Times*

OPENING OF PORT ARTHUR.

HARBOUR REGULATIONS.

Port Arthur was formally opened to commerce on the 1st instant. Regulations for vessels entering and leaving the harbour have been issued. They provide that all vessels of over 500 tons which enter or leave the Western Harbour must take on board pilots at Section 11, such pilots to be Naval Reserve men, and under the control of the Port Arthur Admiralty. Pilots are considered necessary, because the sinking of a vessel at the entrance of the harbour would hinder navigation considerably, and perhaps prevent it altogether for a time. As the Western Harbour is within the military zone, the regulations that have hitherto been in force regarding photographing, etc., will still be continued. The port is to be under the control of the Admiralty. The former divisions of the harbour have been altered, and the space for anchorage considerably extended. The Eastern Harbour is not yet open to commerce.

The partial opening of Port Arthur is caused by the fact that during the winter months Dalren is frozen over, thus causing much inconvenience to the growing Manchurian trade. Japanese and foreigners alike will benefit by the opening of Port Arthur. It is explained by the naval authorities that Portsmouth and Vladivostok are naval ports, where there is compulsory pilotage, and where sketching and photography are not permitted. These may be called commercial ports, with restrictions. Port Arthur is such a port.

[Photographing and sketching, we believe, only prohibited in the immediate neighbourhood of the forts at Portsmouth.]—*Japan Chronicle*.

THE KING AND PARLIAMENT.

Three royal messages were read in the Commons on June 14.

At the close of question time Mr. Thomas Butt, the white-headed "Father of the House," was seen standing at the Bar with a sheet of paper in his hand. All the members became silent when the Deputy-Speaker called on him by name. "A message from the Queen," announced Mr. Butt. He advanced to the table, and standing immediately in front of the mace read out the message:—

I thank you with all my heart for the address of condolence which you have presented. I am deeply sensible of the warmth of your sympathy in my irreparable loss, and the assurance which you give me of the unalterable affection of your House and of the nation will help to sustain me in my great grief.

A murmur of sympathetic applause ran over the House.

The Deputy-Speaker then called upon Mr. Lloyd George, who, standing at the Bar, announced a message from the Queen as follows:—

The demise of the Crown renders it necessary that renewed provision shall be made for the Civil List.

His Majesty places unreservedly at the disposal of the House those hereditary revenues of the Crown which were so placed by his predecessors, and has commanded that the papers necessary for the full consideration of the subject shall be laid before the House.

His Majesty is further desirous that competent provision shall be made for her Majesty the Queen in the event of her surviving him and for his Majesty's younger children in the event of their respectively attaining their majority or marrying.

The revenues of the Duchy of Cornwall will, in his Majesty's judgement, so far as can at present be foreseen, be sufficient for the maintenance of his Royal Highness the Duke of Cornwall, and his Majesty does not propose to invite the House to make any further provision for that purpose, but he desires that in the event of his Royal Highness marrying suitable provision shall be made for the Duchess of Cornwall.

His Majesty recommends the consideration of these several matters to his faithful Commons, and relies on their attachment to his person and family to adopt such measures as may be suitable to the occasion.

Mr. Lloyd George: To-morrow I shall move that the King's message be taken into consideration and that a Committee be appointed.

"DUTY TO MY PEOPLE."

The Prime Minister now walked to the bar. Called upon by the Deputy-Speaker, he replied, "A message from the King, Sir, signed with his own hand."

This message, like the other, was read aloud, and was as follows:—

The uncertainty of him in life and the deep sense of my duty to my people reader it incumbent upon me to recommend to you to consider contingencies which may hereafter take place and to make such provision as will in any event secure the exercise of the royal authority. I shall be prepared to concur with you in those measures which may appear best calculated to maintain unimpaired the power and dignity of the Crown and thereby to strengthen the securities which protect the rights and liberties of my people.

Mr. Asquith: I beg to move that a humble address be presented to his Majesty to return his Majesty the thanks of this House for his Majesty's most gracious message, and to assure his Majesty that under a full conviction of his Majesty's beneficent intention, this House will with the least possible delay apply itself to the discussion of the high and important objects which his Majesty has been pleased to propose to its consideration, and will proceed to provide such measures as may appear to be best calculated to maintain unimpaired the power and dignity of the Crown and thereby to strengthen the securities which protect the rights and liberties of the people.

The Deputy-Speaker put the motion which was agreed to. Members on both sides of the House plainly indicated their sympathy with the royal messages by quiet "Hear, hear."

The royal messages were also read in the House of Lords. —*Daily Mail*.

THE DANGER IN CHINA.

MANY CAUSES OF UNREST.

A STRONG MAN NEEDED.

One of the leading authorities on China in London made the following statement with regard to the serious news from Nanking to a *Pall Mall Gazette* representative.

China is suffering because there is no strong man at the moment to take the helm of government. All those in power at the moment are weak-kneed individuals, whose only care is their own salvation. Instead of giving the country a rational policy they spend their days trying to get the better of one another. The only thing to be done to restore tranquillity to China is to bring back Yuan Shi-Kai, the one man in China with the ability to grasp and deal with the situation.

He was depressed owing to the jealousy of the present Regent; if he could only be induced to come back there would be hope for the future of China.

The present unrest in China is partly economic, partly political, partly racial. In the first place, the reigning dynasty is Manchian, and, therefore, unpopular to the ordinary Chinese; in the second place, the ruling authorities have exasperated the populace by their corrupt practices, one of the most reprehensible of which was the tampering with the copper coinage.

They flooded the country with copper coinage, out of which they made a huge profit, and when the masses whose medium of exchange it is discovered that the value of the coinage had depreciated their anger was very great.

A further reason for the unrest is the scarcity of rice, the general costliness of food, and the famines created, both by the prohibitive state of the food market by floods in different parts of the country. These causes explain the discontent among the general population.

A YOUNG CHINA PARTY.

Then there is the growing national feeling springing up under similar circumstances to those experienced in Egypt and India.

The young China men go abroad, imbibe a little Western culture, not enough to do them any good, but just sufficient to make them feel dissatisfied with the conditions in their own country. They come back convinced that in a year or two it is possible to attain to the civilisation of Japan, forgetting the half-century of effort that has gone to the making of the present-day character of the island kingdom.

So the result is agitation—against the slow-moving Government officials and against the dynasty, which is regarded as the symbol of reaction.

In the new spirit of patriotism thus fostered, anti-foreign feeling is always near the surface, checked merely by fear.

THE POSITION OF FOREIGNERS.

In the case of the masses, this anti-foreign feeling is a symptom that in itself would never be a dangerous factor, but it is cunningly inflamed by corrupt officials, who find the easiest way of diverting public anger from themselves to deflect it in the direction of the foreigners, as happened on the occasion of the Boxer riots.

Whether or not the present current is ripe for revolutionary activity remains to be seen. It ought not to be forgotten, however, that Chinese authorities have a way of allowing danger to accumulate until the eleventh hour, when they suddenly become energetic; there is a wholesale cutting off of heads, and, hey presto! there is a lull again—until the next time.

This is what we shall probably witness now. But each time, it must be remembered, the current must necessarily grow in strength and proportions, and these repressive measures simply mean putting off the evil day.

Yuan Shi-Kai must be brought out of retirement at any cost.

A FAMOUS CHINESE SHOT.

Chow Kim, of the clan of Yau, will be the first Chinese competitor at the Bialy meeting. The young Oriental—he is only 26 years of age—might at the first glance be easily mistaken for a European. No picturesque pigtail adorns his head, nor does he favour the flowing varicoloured robes of his native country.

When I chatted with him, writes a correspondent of the *Daily News*, as he was practising on the ranges here he wore the ordinary clothing affected by the English sportsman. With the exception of a slight sallowness, he was undistinguishable from the Europeans on the ranges. To my surprise, he conversed in excellent English, which he told me he had learned at the famous "R. M. S." Institute at Singapore.

Chow Kim is a famous shot, and is looked upon as one of the best men in the team of eight which will represent the Singapore contingent at the meeting. During the few minutes I watched his shooting this afternoon, he scored three bull's eyes from the long distance mark, and Captain Phillips, his shooting captain, spoke in high terms of the young marksman. He is an official at the Municipal Council Offices at Singapore, and holds several shooting records in his own country.

Not the least attractive of the competitor at the forthcoming competitions will be the picturesque and turbaned Sikh members of the company representing the Malay States Golden, under Colonel Frowd Walker. These eastern warriors, a splendid set of men, with shining jet black beards, have been encamped here during the past fortnight. They were practising on the ranges this morning for the Roberts Cup, and their performances were admirable. Many of them speak English excellently.

Great interest is centred in the Empire match which will be contested on July 1 and July 2, the first occasion on which the event has taken place in England. The trophy, a shield valued £250, has been contested for twice in Australia, the home of its birth. The first contest took place in 1907, the second in 1909, and on both occasions the Australian team were returned victors. For the coming Empire meeting the Australian team, which arrived here on Saturday, have brought over the trophy, which they are again defending against teams representing Great Britain, Canada, and India. Colonel Paine, the Commandant, told me this afternoon that his men are convinced that they will take the shield back to Australia again.

To-day's Advertisements.

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of Dollars 1.20 per Share for the six months ending 30th June, 1910, will be payable on FRIDAY, 19th July, on which date Dividend Warrants may be obtained on application at the Co.'s Office. The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 20th, to FRIDAY, 23rd July (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary, the Hongkong Land Investment and Agency Company, Ltd., General Agents for The West Point Building Co., Ltd.

Hongkong, 12th July, 1910. [483]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of \$1.50 per Share for the six months ending 30th June, 1910, will be payable on FRIDAY, 19th July, on which date Dividend Warrants may be obtained on application at the Company's Office. The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 20th, to FRIDAY, 23rd July (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong, 12th July, 1910. [484]

COMMERCIAL.

July 12th, 1910.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:—

Allagans	6/9
Anglo-Javas	11s 15
Ang-o-Malays	8/5
Balgownies	19
Bato Tigas	—
Bortams	—
Bukit Kajangs (pp)	—
Bukit Rajahs	—
Carey Uniteds	25/6 prem.
Changkat Serdangs	125/-
Cheras	110
Damanaras	172/6
Eastern Internationals	31/6 prem.
Fed. Selangors	—
Glenagals	32/5
Glenblais	—
Golcondas	130/-
Golden Hopes	—
Highlands and Lowlands	136/6
Indragiris	327
Jack Kenneths	—
Jokias	—
Jonggladors	—
Kamunags	8/5 prem.
Kuala Lumpors	302/6
Landrons (fully paid)	—
Landrons (ppd)	—
Labus	—
Ledbury	90/-
Linggis	62/-
London Asiatiks	15/6
London Ventures	7/-
Mertlams	—
Pajams	318
Pegohs	341
Rubber Trusts	40/- prem.
Saggas	330/-
Sandycrofts	336
Sapongs	—
Seafields	—
Sekongs	37/6 prem.
Shelfords	78/-
Singapore & Johores	322
Sumatra Paras	13/-
Sungel Obobs	115/-
Sungel Kapars	18/-
Tandjongs	55/- prem.
Tangkabs	22/5 prem.
Toerangls	3/- prem.
Ulu Rantls	—
United Serdangs	135/-
United Singapore	32
United Sumatras	13/-
United Langkats	—
Para Rubber	10/11 per lb.

SENAWANG.

The output of Dry Para Rubber from the Senawang Estates for the month of June is 5272 lb.

TRONOH RESULTS.

The following are the results of the work at the Tronoh mines for June:—
Tributors got out 977 piculs valued at \$44,000. From the mine, 3,500 piculs valued at \$156,666, were obtained.
The estimated profit is:—Tributors, \$4,475 mine \$62,386, giving a total of \$66,861.
The karang treated from the shafts amounted to 23,847 cubic yards, and from the open cast pit. During the first six months of 1909, the output was 21,600 piculs, and for the same period this year 24,576.—*Singapore Free Press*.

THE ANTARCTIC EXPEDITION.

THE KING AND THE LEADER.

London, July 6.
Captain R. F. Scott, R.N., the leader of the Antarctic Expedition, had audience of the King yesterday.
His Majesty expressed his heartiest wishes for the success of the expedition and was most interested in its details. He presented his portrait to be hung in the Antarctic hut.—*N. G. D. News*.

Events Coming.

Tuesday, 12th July.
Circus, Causeway Bay, 9.30 p.m.
Wednesday, 13th July.
Circus, Causeway Bay, 4 p.m.
Circus, Causeway Bay, 9.30 p.m.
Thursday, 14th July.
Legislative Council Meeting, 2.30 p.m.
Auction of Mariabek-made furs (realisation of Woolman's Karlova, 3.30 p.m.

To-day's Advertisements.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-EIGHTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 9th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th July to 9th August, both days inclusive.

By Order of the Board of Directors, JOHN ARNOLD, Acting Secretary.

Hongkong, 12th July, 1910. [485]

THE HIPPODROME CIRCUS AND MENAGERIE.

EVERY EVENING AT CAUSEWAY BAY.

TIME AND PRICES AS USUAL.

FIRST GRAND CHANGE OF PROGRAMME.

A HUGE SUCCESS!

TO-MORROW (WEDNESDAY), 13TH JULY.

SPECIAL PROGRAMME.

Under the Distinguished Patronage and Presence of His Excellency the Officer Administering the Government, Sir F. H. MAY, K.C.M.G., and Suite.

Don't Forget MATINEES.

EVERY WEDNESDAY AND SATURDAY, AT 4 P.M.

Hongkong, 12th July, 1910. [479]

"INDRA" LINE OF STEAMERS, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRADEO."

Captain W. H. Lee, will be despatched as above on 23rd inst.

This steamer has superior accommodation for a limited number of first class passengers. For Freight of Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 12th July, 1910. [481]

HONGKONG-BOSTON AND NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast).

S.S. "WRAY CASTLE" On or about 6th August 1910.

For Freight and further information, apply to SHEWAN, TOMES & Co., General Agents.

Hongkong 12th July, 1910. [480]

FRENCH STORE.

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1910, the rate of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:—

DAILY—\$50 per annum.

WEEKLY—\$15 per annum.

The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 50 cents per quarter. Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary subscribers as heretofore.

By Order,

THE MANAGER, Hongkong Telegraph Co., Ltd.

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Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER
SAVING 5 to 7 DAYS OOKAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.
(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF INDIA" SATURDAY, JULY 16TH.	"EMPRESS OF IRELAND" FRIDAY, AUGUST 12TH.
"MONTEAGLE" TUESDAY, AUGUST 16TH.	"ALLAN LINE" FRIDAY, SEPT. 10TH.
"EMPRESS OF JAPAN" SATURDAY, AUGUST 6TH.	"EMPRESS OF BRITAIN" FRIDAY, SEPT. 23RD.
"EMPRESS OF CHINA" SATURDAY, AUGUST 27TH.	"ALLAN LINE" FRIDAY, OCT. 14TH.
"EMPRESS OF INDIA" SATURDAY, SEPT. 17TH.	"EMPRESS OF IRELAND" FRIDAY, NOV. 4TH.
"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 4,500 tons, speed 20 knots, and are equipped with the latest wireless apparatus. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line) £71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application from agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class to Canadian and American Railways.

Via Canadian Atlantic Port £43.

Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
L. W. SPADDOCK, General Traffic Agent,
Corner Pender Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(Projected) SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

For Steamship On

Destinations.	Steamers.	Sailing Dates.
TIENTSIN via SWATOW & WEL- HAIWEI	"CHIPSANG"	WEDNESDAY, 13th July, Noon.
SINGAPORE, PENANG & CALOUTTA	"KUMSANG"	WEDNESDAY, 13th July, Noon.
MANILA	"YUENSANG"	FRIDAY, 15th July, 4 P.M.
SANDAKAN	"MAUSANG"	WEDNESDAY, 20th July, 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 22nd July, 4 P.M.
SHANGHAI, KOBE & MOJI	"KUTSANG"	TUESDAY, 26th July, Noon.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Kaitang, Mamey* and *Hockney* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze River, Chafoo, Tientsin & Newchwang.

For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.,
Telephone No. 215.
Hongkong, 11th July, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destinations.	Steamers.	Sailing Dates.
SWATOW & SHANGHAI	"CHIEKIANG"	13th July, 4 P.M.
SHANGHAI	"CHIEKIANG"	14th July, 4 P.M.
SWATOW, AMOY & SHANGHAI	"HOIHOW"	15th July, 4 P.M.
SHANGHAI	"ANHUI"	17th July, Daylight.
CEBU & ILOILO	"SUNGKIANG"	18th July, 4 P.M.
UHEFOO & TIENTSIN	"HUICHOW"	21st July, 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"CHANGSHA"	27th July, 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A fully qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

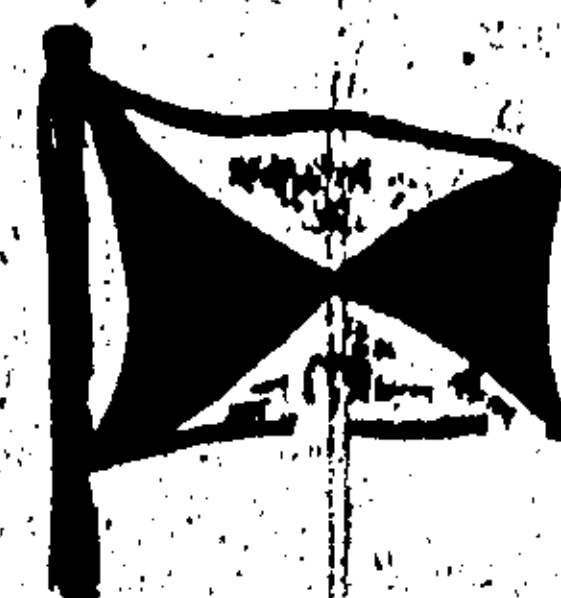
FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chusan, Linow, Chinkow, with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Telephone No. 65.
Hongkong, 12th July, 1910.



HONGKONG—MANILA.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For.	Sailing Dates.
RUBI	2540	A. Fraser	MANILA	SATURDAY, 16th July, at Noon.
CAIRO	2540	B. Rodger	"	SATURDAY, 23rd July, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 12th July, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct trade service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"SEATTLE MARU" Capt. I. Saito	6,182	WEDNESDAY, 13th July, at Noon.
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"CHICAGO MARU" Capt. I. Goto	6,182	WEDNESDAY, 10th Aug., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
SHANGHAI via SWATOW, AMOY AND FOOSHOW	"BUJUN MARU" Captain Y. Fusanoo	THURSDAY, 14th July, at 10 A.M.
TASMU v. SWATOW & AMOY.	"DAIQU MARU" Captain H. Murayama	SUNDAY, 17th July, at 10 A.M.
ANPING via SWATOW and AMOY	"JOSHIN MARU" Captain Y. Yamamoto	WEDNESDAY, 20th July, at 10 A.M.

Special Reduction of 20% will be allowed to 1st and 2nd Class passengers to Shanghai in connection with the Nanking Exposition from June 21st, 1910.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 11th July, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Destinations.	Steamers.	Sailing Dates.
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"MISHIMA MARU" Capt. A. E. Moses, Tons 9000 "KAGA MARU" Capt. M. Hagino, Tons 7000 "ATSUTA MARU" Capt. Wm. Thomson, Tons 9000	WEDNESDAY, 20th July, at Daylight. WEDNESDAY, 3rd Aug., at Daylight. WEDNESDAY, 17th Aug., at Daylight.
VICTORIA, B.C. & SEATTLE	"KAMAKURA MARU" Capt. J. Nago, Tons 7000	SATURDAY, 13th Aug From KOBE.
VICTORIA, B.C. & SEATTLE v. KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA	"INABA MARU" Capt. K. Kawara, Tons 7000 "TAMBA MARU" Capt. K. Sato, Tons 7000	TUESDAY, 19th July, at 4 P.M. TUESDAY, 16th Aug., at 4 P.M.
SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	"HIKOKU MARU" Capt. M. Yagi, Tons 6000 "KUMAKO MARU" Capt. M. Winkler, Tons 6000	FRIDAY, 15th August, Noon. FRIDAY, 2nd Sept., at Noon.
BOMBAY, via SINGAPORE AND COLOMBO	"HAKATA MARU" Capt. A. Mocker, Tons 7000	WEDNESDAY, 13th July, at 5 P.M.
SHANGHAI, MOJI & KOBE	"JINGO MARU" Capt. S. J. G. Parsons, Tons 7000	WEDNESDAY, 20th July.
NAGASAKI, KOBE and YOKOHAMA	"KUMAKO MARU" Capt. M. Winkler, Tons 6000	WEDNESDAY, 3rd Aug., at Noon.
KOBE and YOKOHAMA	"HITACHI MARU" Capt. N. Mathieson, Tons 7000	THURSDAY, 21st July, at 5 P.M.
DAIREN, KOBE, YOKKAICHI AND YOKOHAMA	"KAYAGAWA MARU" Capt. G. H. Butler, Tons 7000	FRIDAY, 15th July, at 5 P.M.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

COMMENCING 1st MAY, ENDING 30th SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN, KOBE RETURN, MOJI RETURN, NAGASAKI RETURN.

1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With option of rail between calling ports in Japan.

Fitted with new system of wireless telegraphy. * Cargo only. * Carries deck passengers

Through Passenger Tickets issued to the Principal Offices in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO.

Manager.

Shipping—Steamers.

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR."

Capt. S. H. Belson, will be despatched for the above Ports TO-MORROW, the 13th inst., at Daylight.

This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a duly-certified Doctor.

Returns tickets are available by the Indo-China Steam Navigation Co.'s steamers.

Fare for round trip \$120.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 12th July, 1910. [474]

NAVIGAZIONE GENERALE ITALIANA.

(Florida and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"CAPRI."

Captain Moreau, will be despatched as above TO-MORROW, the 13th inst., at 3 P.M.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 12th July, 1910. [16]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast).

THE Steamship

"WYNERIC."

will be despatched for the above Ports TO-MORROW, the 13th July, 1910.

For Freight, apply to

ARNHOLD, KARBURG & Co.,
General Agents.

Hongkong, 12th July, 1910. [446]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"PEMBROKESHIRE."

Captain Hayes, will be despatched as above about 15th July.

This steamer has superior accommodation for first class passengers at cheap rates, being fitted throughout with Electric Light and Electric Fans in State Rooms and Saloon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
Agents.

Hongkong, 7th July, 1910. [463]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM."

Captain St. John George, will be despatched as above on TUESDAY, the 19th July, at 10 A.M.

This well-known Steamer is especially fitted for Passengers, and has a first-classing Quarantine Officer on board.

Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 7th July, 1910. [464]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also to the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR

VICTORIA, VANCOUVER, B.C., TACOMA AND SEATTLE via

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	Onward
America	4,553	J. Boyd	16th July
Swatara	6,113	F. S. Cowley	11th Aug.
Oceanic	4,657	F. W. Davies	27th Sept.
Kumori	6,113	G. B. McGill	20th Oct.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & Co., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 12th June, 1910.

[16]

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM

FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, YEMPT, MEDITERRANEAN

PORTS, PLYMOUTH AND

LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI."

Captain G. W. Gordon, carrying His Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 13th July, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Moldavia*, 5,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Esper*, due in London on 4th September, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

R. A. HEWITT,
Superintendent.

Hongkong, 11th June, 1910. [16]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK ONLY:

S.S. "GHAZZE" On 30th inst.

For Freight and further information, apply to

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVOLICH".
FROM LEITH, MIDDLEBRO', LONDON
AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 22nd inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 8th July, 1910. 1472

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"LUETZOW".

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra Godowns of the Hongkong and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th of July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th of July, at 9.30 A.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Underwriter.

THIS STEAMER BRINGS CARGO

Ex S.S. *Hervog* from Zanzibar.

NORDEUTSCHER LLOYD.

MELOERS & Co.,
General Agents.

Hongkong, 29th June, 1910. 17

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"JAVA".

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUZ, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and/or extra Godowns of the Hongkong and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 7th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 1st July, 1910. 14

FROM EUROPE.

THE H. A. L. Steamship

"SCANDIA".

Captain von Dohren, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns and/or extra Godowns of the Hongkong and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 7th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 10th July 1910. 1476

THE WEATHER.

On the 11th at 11.55 A.M.—The barometer has risen moderately to N. China and at Wladivostok, and fallen slightly over S. Japan and the Loochoo.

Pressure is relatively low over the Eastern Sea and the Pacific to the South of Japan, also over Tongking. It remains high over the S. part of the China Sea, and the Pacific to the N.E. of Japan.

Moderate S.W. and S. winds may be expected in the Formosa Channel and along the S. coast of China.

Hongkong Rainfall for the 24 hours ending at 5 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, S. winds, moderate, showery.

2.—Formosa Channel, S.W. and variable winds, moderate.

3.—South coast of China between Hongkong and Kowloon, same as No. 1.

4.—North coast of China between Hongkong and Japan, same as No. 1.

HUBBER & SONS RETURNS.

	May	June	Total
Allagar	3,400	11,400	
Alor Pong	1,674	3,920	
Alma	609	1,100	
Anglo Malay	47,953	248,983	
Ayer Kuning	—	833	
Ayer Molek	1,882	5,077	
Balagowah	9,778	43,781	
Banlung	1,716	7,126	
Batu Caves	12,256	43,043	
Batu Tiga	6,612	29,801	
Bertam	—	47,088	
Beverlac	8,943	40,202	
Bikam	785	7,715	
Bokit Kajang	8,854	12,761	
Bokit Rajah	39,700	177,083	
Bokit Lintang	3,320	13,470	
Carey United	12,000	39,350	
Cattlefield	3,030	14,043	
Changkat Serdang	3,003	12,199	
Changkat Salak	901	2,301	
Cleely	—	37,311	
Consolidated Malay	—	90,041	
Caledonia	17,687	68,447	
Damanara	27,863	105,861	
Edinburgh	6,400	29,150	
Federated (S'gor)	10,427	40,018	
F.M.S. Rubber	31,872	204,177	
Gedong	13,500	37,000	
Glennally	1,621	7,850	
Glennish	3,170	11,335	
Golden Hope	5,877	24,600	
Goldenda	—	45,158	
Harpender	6,800	24,910	
Heawood	907	907	
High & Lowlands	38,547	212,086	
Inch Kenneth	14,438	64,137	
Jagra	6,571	25,272	
Jeboing	18,500	82,840	
Kapar Para	—	30,085	
Kamuning	7,171	31,805	
Kempsey	—	0,105	
Kepong	2,750	10,534	
Kota Tinsing	—	—	
Kuala Klang	—	6,665	
Kuala Rub. Est.	—	8,185	
Kuala Lumpur	38,500	212,410	
Labu	17,185	19,342	
Landron	37,478	143,918	
Leabury	9,609	42,453	
Liggi	62,500	302,000	
London Asiatic	12,656	48,518	
Malacca Plant	21,000	116,000	
Manton	1,761	5,549	
North Hummock	4,189	13,783	
Nova Scotia	8,480	24,559	
Pajam	2,400	9,050	
Pattaling	27,057	124,371	
Pegoh	3,261	14,546	
Perak Plant	—	37,790	
Port Dickson	—	2,258	
Remba	673	4,151	
Riba Rubber	5,623	24,632	
Rubans	10,000	43,210	
Rational	1,400	5,120	
River Growers Assn.	2,404	11,590	
Sengat	6,005	26,035	
Salaba	5,786	20,734	
Sungai Choh	5,930	16,850	
Sungai Kapar	16,500	83,800	
Sandycroft	5,305	19,061	
Seaford	14,374	58,422	
Selangor	—	135,882	
Seremban	31,516	142,598	
Seremban	6,000	19,500	
Shelford	—	21,500	
Spore & Johore	10,056	41,091	
Singapore Para	4,950	23,750	
Straits Rubber	21,080	191,480	
Sungai Salak	2,105	9,109	
Telok Anson	620	620	
Tali Ayer	17,200	43,700	
Trafalgar	260	530	
Trong	—	2,160	
United Singapore	1,420	4,880	
Vallambrosa	59,000	170,337	

[All totals are calculated for the calendar year instead of the financial year, which differs with many companies. Managers of Estates, returns for which in above list are incomplete, will help to make the list more useful if they will kindly fill in the gaps.—Singapore Free Press.]

COMMERCIAL.

TODAY'S EXCHANGE.

Selling.

11.45 A.M.

London—Bank T.T. 100/105

Do. demand 100/105

Do. 4 months sight 100/105

France—Bank T.T. 100/105

America—Bank T.T. 100/105

Germany—Bank T.T. 100/105

India T.T. 100/105

Do. demand 100/105

Shanghai—Bank T.T. 100/105

Singapore—Bank T.T. per H.K. 100/105

Japan—Bank T.T. 100/105

Java—Bank T.T. 100/105

4 months sight L/C. 100/105

10 days sight S'gor & New York 100/105

10 months sight do. 100/105

10 days sight Sydney & Melbourne 100/105

10 months sight France 100/105

10 months sight 100/105

10 months sight Germany 100/105

Bar Silver 100/105

Bank of England rate 100/105

Interbank 100/105

SHIPPING AND MAILS.

MAILS DUE.

American (Nippon Maru) 19th inst.

American (Siberia) 29th inst.

American (China) 3rd prox.

American (Manchuria) 8th prox.

The Mogul Line s.s. *Zetland* has left the United Kingdom, for Hongkong via Straits.The s.s. *Glennish* left Singapore on 11th inst., and is due here on 11th inst., at daylight.The P. & O. S. N. Co's s.s. *Banla* is expected to arrive at Peking on 14th inst., at 9 p.m.

Shipping.

Vessel	Br.	Co.	Agent	Destination
Veneta	Br.	Co.	2,315	H. F. Pardon, 17th July—Molli 2nd July Gen.—W. B. K.
Veneta	Br.	Co.	2,315	H. F. Pardon, 17th July—Molli 2nd July Gen.—W. B. K.
Veneta	Br.	Co.	2,315	H. F. Pardon, 17th July—Molli 2nd July Gen.—W. B. K.
Veneta	Br.	Co.	2,315	H. F. Pardon, 17th July—Molli 2nd July Gen.—W. B. K.

Clearances at the Harbour Office.

For Canton.

For Hongkong.

For Shanghai.

For Yokohama.

For Kobe.

For Osaka.

For Manila.

For Cebu.

For Batavia.

For Singapore.

For Penang.

For Malacca.

For Sumatra.

For Java.

For Borneo.

For Celebes.

For Moluccas.

For Sulu.

For Mindanao.

For Philippines.

For America.

For Europe.

For Australia.

For New Zealand.

For South Africa.

For India.

For Ceylon.

For Burma.

For Siam.

For Annam.

For Tonkin.

For Laos.

For Cambodia.

For Vietnam.

For Thailand.

For Malaya.

For Sumatra.

For Java.

For Borneo.

For Celebes.

For Moluccas.

For Sulu.

For Mindanao.

For Philippines.

For America.

For Europe.

For Australia.

For New Zealand.

For South Africa.

For India.

For Ceylon.

For Burma.

For Siam.

For Annam.

For Tonkin.

For Laos.

For Cambodia.

For Vietnam.

For Thailand.

For Malaya.

For Sumatra.

For Java.

For Borneo.

For Celebes.

For Moluccas.

For Sulu.

For Mindanao.

For Philippines.

For America.

For Europe.

For Australia.

For New Zealand.

For South Africa.

For India.

For Ceylon.

For Burma.

For Siam.

For Annam.

For Tonkin.

For Laos.

For Cambodia.

For Vietnam.

For Thailand.

For Malaya.

For Sumatra.

For Java.

For Borneo.

For Celebes.

For Moluccas.

For Sulu.

DOCK RETURNS.

Vessel	Br.	Co.	Agent	Destination
Halyang	Br.	Co.	2,315	H. F. Pardon, 17th July—Molli 2nd July Gen.—W. B. K.
Halyang	Br.	Co.	2,315	H. F. Pardon, 17th July—Molli

SHARE QUOTATIONS.

Supplied by Messrs. B. S. KAPOOR & Co. Corrected to noon. Later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE DIVIDEND ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	150,000	\$125	\$125	\$1,500,000 \$15,000,000	\$2,028,988	2 1/2% for half year ending 31.12.09 @ 4% 1/2% = \$15.11	4 1/2%	\$950
National Bank of China, Limited	99,975	27	26	2,000,000 \$20,000,000	\$30,558	2s (London 3/6) for 1909	...	\$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$15,000,000	none	\$10 for 1908	6%	175 sellers
North China Insurance Company, Limited	10,000	215	25	Tls. 331,400 Tls. 331,400 Tls. 331,400	Tls. 307,578	Final of 7/6 making 15/- for 1908	5%	Tls. 215
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,500,000 \$15,000,000	\$357,684	Final of \$20 per share, making in all \$10 per share for 1908 and an interim divid- and of \$30 per share for 1909	6%	\$225 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,500,000 \$15,000,000	\$707,637	\$11 for 1908 and interim of \$3 for 1909	7%	\$200
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,500,000 \$15,000,000	\$438,406	\$6 and bonus \$4 for 1908	7%	\$115
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,500,000 \$15,000,000	\$468,218	\$27 for 1908	8%	\$255
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$15,743 \$150,000	Dr. \$2,777	3 1/2% for 1908	...	\$7 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$100,180 \$100,000	Nil.	2 1/2% for year ending 30.6.1908	...	\$29 1/2 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$67,500 \$100,000	\$20,766	Final of \$2 1/2 for account 1910	8%	\$32 1/2
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	65	65	\$10,000 \$10,000	613,755	6 1/2% for 1907 on Preference shares only @ as 1/9 11/10 = 53. 154	...	\$65
Do. Do. (Deferred)	60,000	65	65	\$10,000 \$10,000	613,755	2 1/2% of 2/- per share (comp. No. 15) making in all 4/- for 1908 & interim of 1/- for ac. 09	5%	100/- sales
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$10,000 \$10,000	193,994	A dividend of 2 1/2% for yr. ending 30.4. 1910	4 1/2%	\$24 1/2 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$10,000 \$10,000	11,159	A bonus of 2 1/2% for yr. ending 30.4. 1910	3 1/2%	\$19 1/2 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$10,000 \$10,000	Dr. \$8,000	\$10 per share for 1909	5 1/2%	\$168
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$125,823	\$5 for 1897	...	\$26 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,028	Tls. 10 for year ending 31.8.09	...	Tls. 52 1/2 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	2 1/2	2 1/2	\$25,000 \$25,000	6,435	Final of 1/6 making 3/- for 1909	9%	Tls. 16
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year	...	Pa. 10
Raub Australian Gold Mining Company, Limited	150,000	4 1/2	4 1/2	\$4,178 \$4,178	none	\$1 per share 1910 dividend 1/-	5%	\$7 1/2 sellers
Oriental Consolidated Mining Co., Ltd.	500,000	G \$10	G \$10	none	none	Final of Gold \$2.65 for 1909 in all G \$1.15	...	47 1/2
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$15,275 \$15,275	Dr. \$8,450	\$1.75 for year ending 31.12.08	...	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$11,993 \$11,993	\$264,847	\$1 1/2 for 1909	4 1/2%	\$55
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$22,448 \$22,448	\$128,705	Interim of \$1 1/2 for account 1909	...	\$50 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,362	Interim of Tls. 2 1/2 for 1910	6 1/2%	Tls. 77
Shanghai and Hongkong Wharf Company, Limited	16,000	Tls. 100	Tls. 100	Tls. 597,837 Tls. 597,837 Tls. 185,000	Tls. 9,222	Final of Tls. 4 for 1909	7%	Tls. 120
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000 \$15,000	Tls. 4,314 \$24,641	Tls. 6 for year ending 30.12.09	5 1/2%	Tls. 101 sellers
Central Stores, Limited	50,123	\$15	\$15	\$15,000 \$15,000	none	\$1.20 on old and 50 cents on first new issue	8%	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$10	\$10	\$10,000 \$10,000	\$1,277	\$1.50 on old shares and 1.50 on new shares	8%	\$107 1/2 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$10,000 \$10,000	\$27,200	Interim of \$1 for account 1909	7%	\$100
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$10,000 \$10,000	\$1,472	45 cents for 1909	6%	\$8 1/2 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$240	\$1 for 1909	8%	\$53 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,125,045 Tls. 30,000	Tls. 68,069	Final of 6 1/2% bonus Tls. 1 for 1909	6 1/2%	Tls. 109
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,658	Final of \$1.85 for account 1909	8 1/2%	\$58 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 5	Tls. 150,000 Tls. 40,000	Tls. 10,991	Tls. 11 for year ending 31.10.09	8 1/2%	Tls. 122 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$10,000 \$10,000	\$8,153	50 cents for year ending 31.7.08	8%	\$5 1/2 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 5,178	Tls. 7 1/2 for year ending 30.9.09	12%	Tls. 57 1/2
Loan-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,229	Tls. 6 for 1909	7%	Tls. 70
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 1,178	Tls. 31,178	Tls. 25 for 1909	10%	Tls. 240
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,004	12 1/2	12 1/2	\$1,500 \$1,500	648	15% per share for 1908	...	\$10 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	\$12,000 \$12,000	Nil.	60 cents for 1909	6%	\$9 1/2
China Light and Power Company, Limited	50,000	\$5	\$5	none	\$61,128	60 cents for year ended 31.12.08	...	\$1 1/2 sellers
Do. Do. (Special shares)	50,000	\$5	\$5	none	\$61,128	60 cents for 1909	9%	\$8 1/2 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$10,000 \$10,000	\$1,593	\$1.20 for year ending 31.7.09	6 1/2%	\$19 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000 \$1,000	\$4,390	Final of 40 cents making in all 75 cents per share for 1909	10%	\$6 1/2 & 6.50 sa.
Green Island Cement Company, Limited	400,000	\$10	\$10	\$10,000 \$10,000	\$670	14 per cent. viz. \$1.40 for 1909	10%	\$14 buyers
H. Price & Company, Limited	12,000	\$10	\$10	none	\$11,798	A dividend of \$1.20 per share and a bonus of 10 cents	6%	\$10 1/2 & 20 s.
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$10,000 \$10,000	\$2,415	Final of \$2 for 1909	6%	\$150 1/2 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$10,000 \$10,000	\$2,496	Final of \$1 making in all \$2 for 1909	6%	\$200 buyers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	Tls. 147,500 Tls. 62,500	Tls. 216,562	and interim dividend of Tls. 1 1/2 for 1908	4 1/2%	Tls. 1,320
Maatschappij tot Exploitatie van Landbouwen- plaatjes in Langkat, Limited	25,000	Gt. 100	Gt. 100	\$20,000 \$20,000	\$3,014	80 cents on fully paid shares and 8 cents on 1/2 paid shares for year ending 30.4.10	5 1/2%	\$14 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	none	Pa. 18,640	None	...	\$16 1/2 sellers
Peak Tramways Company (new)	50,000	\$10	\$10	none	...	None	...	\$10 buyers
Philippines Company, Limited	75,000	\$10	\$10	Tls. 14,810 Tls. 75,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	5%	Tls. 240 sellers
Shanghai-Semara Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	none	none	First year	...	\$55 sellers
Société des Papiers et Papeteries de Tonkin	15,300 Benefit shares 1,300	50 Hongkong Monetary	25	none	none	None	...	\$100 currency
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$1,096	None	...	\$26 buyers
Steam Laundry Company, Limited	30,000	\$25	\$25	none	\$27,86	10% for year ending 31st May, 1910	12%	\$5 buyers
Union Waterworks Company, Limited	50,000	\$10	\$10	\$10,000 \$10,000	none	60 cents for year ending 31.12.08	8%	\$7 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$10,000 \$10,000	\$243	60 cents per ord. share for year ending 31.12.09	5 1/2%	\$11 1/2 sellers
Watkins, Limited	10,000	\$10	\$10	\$10,000 \$10,000	\$1,041	55 cents for 1909	...	\$5 sellers ex div.
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$10,000 \$10,000	\$2,093	None	...	\$4 buyers
William Powell, Limited	15,000	\$7	\$7	none	\$782	None	...	\$2 1/2 sellers

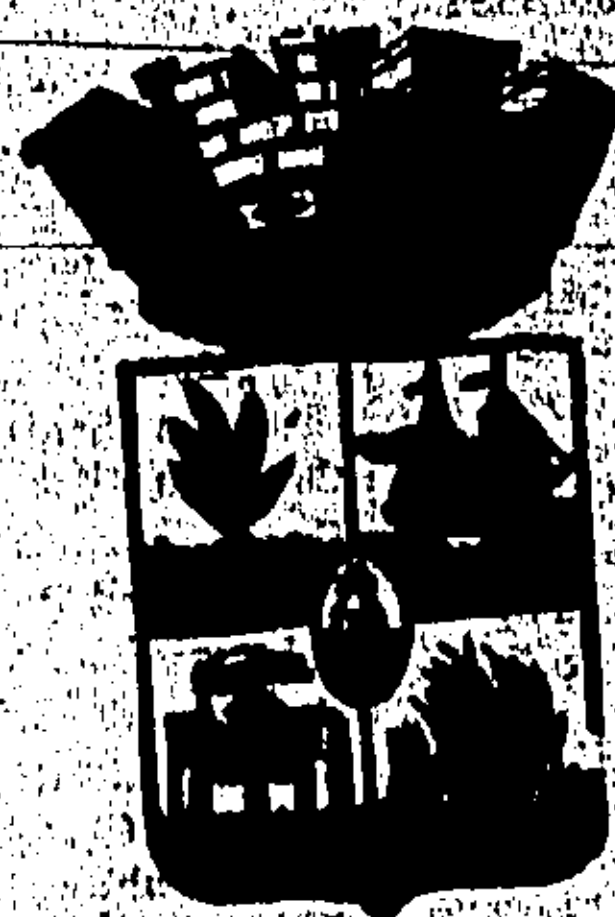
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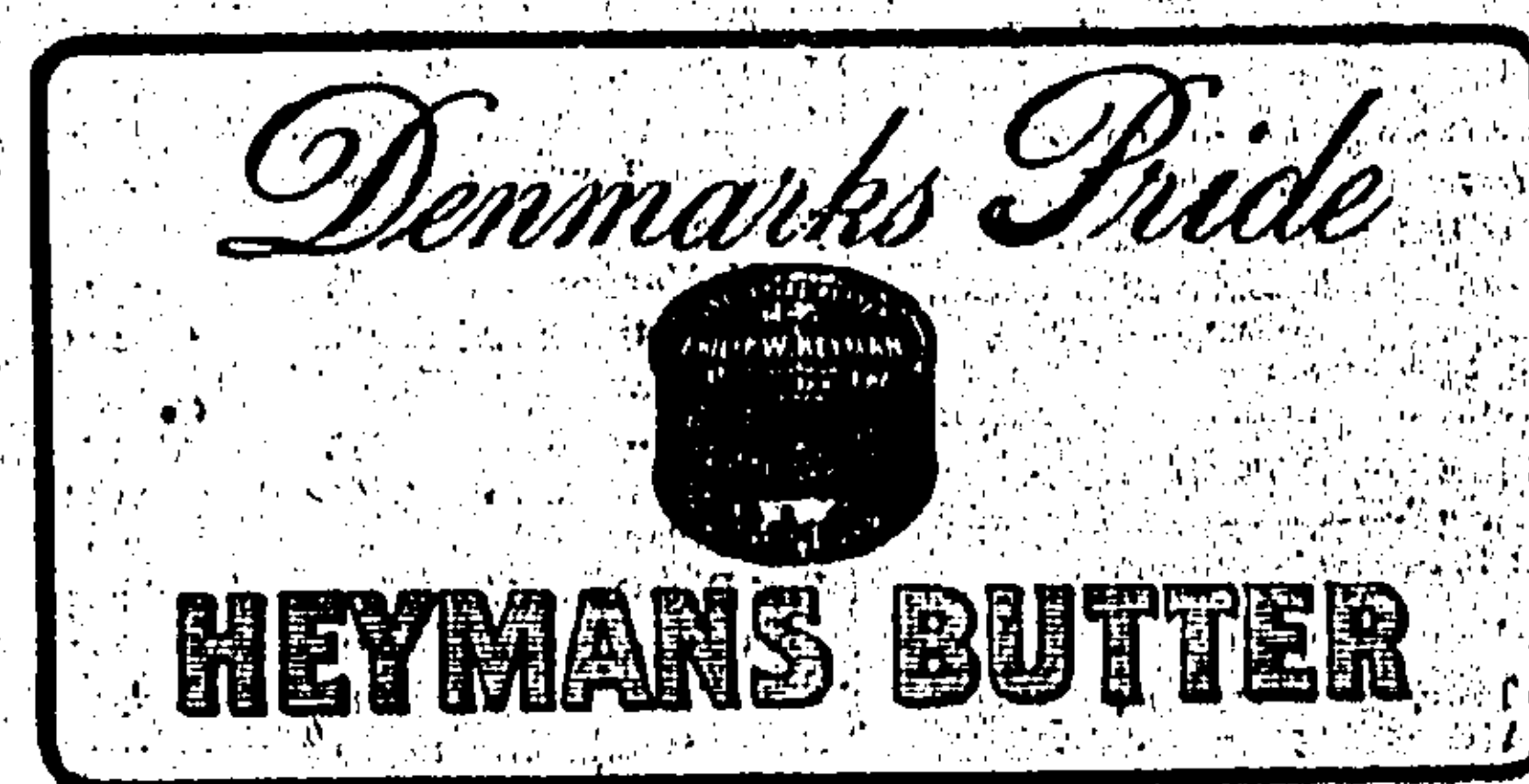
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